United Nations ECE/ADN/26

# Economic and Social Council

Distr.: General
17 February 2014

Original: English

## Economic Commission for Europe

**Administrative Committee of the European Agreement concerning the International Carriage of Dangerous Goods by Inland Waterways (ADN)**

**Twelfth session**
Geneva, 31 January 2014

# Report of the Administrative Committee of the European Agreement concerning the International Carriage of Dangerous Goods by Inland Waterways on its twelfth session*

* Distributed in German by the Central Commission for the Navigation of the Rhine under the symbol CCNR/ZKR/ADN/26.

GE.14-20756

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# I. Attendance

1. The Administrative Committee of the European Agreement concerning the International Carriage of Dangerous Goods by Inland Waterways held its twelfth session in Geneva on 31 January 2014. Representatives of the following Contracting Parties took part in the work of the session: Austria, Bulgaria, Croatia, France, Germany, Netherlands, Poland, Romania, Russian Federation, Serbia, Slovakia, Switzerland and Ukraine.

2. The Administrative Committee noted that the quorum of not less than half of the Contracting Parties required for the purpose of taking decisions had been reached.

3. In accordance with article 17, paragraph 2 of ADN, and following a decision by the Committee (ECE/ADN/2, para. 8), representatives of the European Union and the Central Commission for the Navigation of the Rhine (CCNR) took part in the session as observers.

# II. Adoption of the agenda (agenda item 1)

*Documents:* ECE/ADN/25 and Add.1

4. The Administrative Committee adopted the agenda prepared by the secretariat.

# III. Election of officers for 2014 (agenda item 2)

5. On the proposal of the representative of the Netherlands, Mr. H. Rein (Germany) was elected Chairman and Mr. B. Birklhuber (Austria) was elected Vice-Chairman for the sessions in 2014.

# IV. Status of the European Agreement concerning the International Carriage of Dangerous Goods by Inland Waterways (ADN) (agenda item 3)

6. The Administrative Committee noted that the number of Contracting Parties to ADN was unchanged at 17: Austria, Bulgaria, Croatia, Czech Republic, France, Germany, Hungary, Luxembourg, Republic of Moldova, Netherlands, Poland, Romania, Russian Federation, Serbia, Slovakia, Switzerland and Ukraine.

# V. Matters relating to the implementation of ADN (agenda item 4)

## A. Recognition of classification societies

7. The Administrative Committee was informed that a meeting of a Committee of Experts had been held in Mainz on 28 and 29 November 2013 to consider the request of Registro Italiano Navale (RINA) to be recognised as a recommended ADN Classification Society and that RINA had been requested to submit further documentation before a final decision could be taken.

8. The Committee noted that since its last session there had been no new recognitions of classification societies by Contracting Parties. The lists of r commended and recognised

classification societies were available on the secretariat's website at the following link: www.unece.org/trans/danger/publi/adn/adnclassifications.html.

### B. Special authorizations, derogations and equivalents

9. The Administrative Committee endorsed the recommendation of the Safety Committee (ECE/TRANS/WP.15/AC.2/50, paras. 6, 7 and 9) authorizing the competent authority of the Netherlands to issue, in accordance with 1.5.3.2, temporary derogations for the tank vessels *Chemgas 851* and *Chemgas 852*, a push boat to be built by Kooiman Marine, and *Damen River Tanker 1145 Eco liners 949 and 951* that would allow them on a trial basis to use LNG as fuel for the transport of dangerous goods (see annexes I to V).

10. It was recalled that the text of special authorizations, special agreements, derogations and equivalents, as well as their status, and of notifications, could be found on the secretariat's website at the following link: http://www.unece.org/trans/danger/danger.htm.

### C. Miscellaneous notifications

11. The Committee invited countries to check the contact information for their competent authority and if necessary to recognise classification societies from the recommended list in accordance with 1.15.2.4 of the annexed Regulations if they had not already done so.

### D. Other matters

12. No other matters were raised under this item.

## VI. Work of the Safety Committee (agenda item 5)

13. The Committee took note of the work of the Safety Committee as reflected in the report on its twenty-fourth session held in Geneva from 27-31 January 2014 (ECE/TRANS/WP.15/AC.2/50). The Safety Committee had reviewed and checked all amendments to the Regulations annexed to ADN it had proposed at its 2012 and 2013 sessions for entry into force on 1 January 2015, as consolidated by the secretariat in document ECE/ADN/2014/1, and had modified some of them. It had also proposed new amendments as well as corrections to ADN 2013. The Committee adopted all these amendments, as listed in Annex I of the report of the Safety Committee, as well as the corrections listed in Annexes II and III.

14. The Committee requested the secretariat to prepare a consolidated list of all the proposed amendments which it had adopted for entry into force on 1 January 2015 so that they could be made the subject of an official proposal to amend the ADN in accordance with the procedure set out in article 20. The notification would have to be issued no later than 1 July 2014, with a reference to 1 January 2015 as the scheduled date of entry into force.

15. The Committee also requested the secretariat to prepare the consolidated text of ADN as modified on 1 January 2015 as a United Nations publication and to make it available in advance of 1 January 2015 so that countries could organize themselves to implement the new provisions.

16. The Committee adopted a revision to the model checklists for dry cargo vessels and tank vessels proposed by the Safety Committee and invited the secretariat to make the correction on the website (ECE/TRANS/WP.15/AC.2/50, paras. 66 and annex V).

## VII. Programme of work and calendar of meetings (agenda item 6)

17. The Committee decided to hold its next session at 12.00 on 29 August 2014.

## VIII. Any other business (agenda item 7)

18. The Committee had no other business to discuss under this item.

## IX. Adoption of the report (agenda item 8)

19. The Administrative Committee adopted the report on its twelfth session on the basis of a draft prepared by the secretariat and sent to delegations for approval by e-mail after the session.

# Annex I

## Decision of the ADN Administrative Committee relating to the tank vessel Chemgas *851*

### Derogation No. 1/2014 of 31 January 2014

The competent authority of the Netherlands is authorized to issue a trial certificate of approval to the motor tank vessel *Chemgas 851*, official ID number 55679 and BV Register number 24521F, type G tanker, as referred to in the ADN, for the use of liquefied natural gas (LNG) as fuel for the propulsion installation.

Pursuant to paragraph 1.5.3.2 of the Regulations annexed to ADN, the above-mentioned vessel may deviate from the requirements of 7.2.3.31.1 and 9.3.2.31.1 until 30 June 2017. The Administrative Committee has decided that the use of LNG is sufficiently safe if the following conditions are met at all times:

1. The vessel has a valid ship's certificate according to the Rhine Vessel Inspection Regulations, based on recommendation 22/2013 of the CCNR.

2. A HAZID study by the recognized classification society* shows that the safety level of the LNG propulsion system is sufficient. This study covered but was not limited to, the following issues:

- Interaction between cargo and LNG;
- Effect of LNG spillage on the construction;
- Effect of cargo fire on the LNG installation;
- Different types of hazard posed by using LNG instead of diesel as fuel;
- Adequate safety distance during bunkering operations.

3. The information that LNG is used as fuel is included in the dangerous goods report to traffic management and in emergency notifications;

4. All data related to the use of the LNG propulsion system shall be collected by the carrier. The data shall be sent to the competent authority on request;

5. An annual evaluation report shall be sent to the UNECE secretariat for information of the Administrative Committee. The evaluation report shall contain at least information on the following:

(a) system failures;

(b) leakages;

(c) bunkering data (LNG);

(d) pressure data;

(e) abnormalities, repairs and modifications of the LNG system including the tank;

(f) operational data;

(g) inspection report by the classification society which classed the vessel.

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* Report TNO 2013 R11 557, dated 17 October 2013 (available in Informal document INF.20 submitted to the twenty-fourth session of the ADN Safety Committee.

# Annex II

## Decision of the ADN Administrative Committee relating to the tank vessel *Chemgas 852*

### Derogation No. 2/2014 of 31 January 2014

The competent authority of the Netherlands is authorized to issue a trial certificate of approval to the motor tank vessel *Chemgas 852*, official ID number 55678 and BV Register number 25106R, type G tanker, as referred to in the ADN, for the use of liquefied natural gas (LNG) as fuel for the propulsion installation.

Pursuant to paragraph 1.5.3.2 of the Regulations annexed to ADN, the above-mentioned vessel may deviate from the requirements of 7.2.3.31.1 and 9.3.2.31.1 until 30 June 2017. The Administrative Committee has decided that the use of LNG is sufficiently safe if the following conditions are met at all times:

1. The vessel has a valid ship's certificate according to the Rhine Vessel Inspection Regulations, based on recommendation 23/2013 of the CCNR.

2. A HAZID study by the recognized classification society* shows that the safety level of the LNG propulsion system is sufficient. This study covered but was not limited to, the following issues:

- Interaction between cargo and LNG;
- Effect of LNG spillage on the construction;
- Effect of cargo fire on the LNG installation;
- Different types of hazard posed by using LNG instead of diesel as fuel;
- Adequate safety distance during bunkering operations.

3. The information that LNG is used as fuel is included in the dangerous goods report to traffic management and in emergency notifications;

4. All data related to the use of the LNG propulsion system shall be collected by the carrier. The data shall be sent to the competent authority on request;

5. An annual evaluation report shall be sent to the UNECE secretariat for information of the Administrative Committee. The evaluation report shall contain at least information on the following:

(a) system failures;

(b) leakages;

(c) bunkering data (LNG);

(d) pressure data;

(e) abnormalities, repairs and modifications of the LNG system including the tank;

(f) operational data;

(g) inspection report by the classification society which classed the vessel.

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* Report TNO 2013 R11 557, dated 17 October 2013 (available in Informal document INF.20 submitted to the twenty-fourth session of the ADN Safety Committee.

# Annex III

## Decision of the ADN Administrative Committee relating to the push boat to be built by Kooiman Marine (No. 204)

### Derogation No. 3/2014 of 31 January 2014

The competent authority of the Netherlands is authorized to issue a trial certificate of approval to the push boat to be built by Kooiman Marine B.V. (shipyard number 204, official ID number not available), as referred to in the ADN, for the use of liquefied natural gas (LNG) as fuel for the propulsion and auxiliary installation.

Pursuant to paragraph 1.5.3.2 of the Regulations annexed to ADN, the above-mentioned vessel may deviate from the requirements of 7.2.3.31.1 and 9.3.2.31.1 until 30 June 2017. The Administrative Committee has decided that the use of LNG is sufficiently safe if the following conditions are met at all times:

1. The vessel has a valid ship's certificate according to the Rhine Vessel Inspection Regulations, based on recommendation 24/2013 of the CCNR.

2. A HAZID study by the recognized classification society* shows that the safety level of the LNG propulsion system is sufficient. This study covered, but was not limited to, the following issues:

- Interaction between cargo and LNG;
- Effect of LNG spillage on the construction;
- Effect of cargo fire on the LNG installation;
- Different types of hazard posed by using LNG instead of diesel as fuel;
- Adequate safety distance during bunkering operations.

3. The information that LNG is used as fuel is included in the dangerous goods report to traffic management and in emergency notifications;

4. All data related to the use of the LNG propulsion system shall be collected by the carrier. The data shall be sent to the competent authority on request;

5. An annual evaluation report shall be sent to the UNECE secretariat for information of the Administrative Committee. The evaluation report shall contain at least information on the following:

(a) system failures;

(b) leakages;

(c) bunkering data (LNG);

(d) pressure data;

(e) abnormalities, repairs and modifications of the LNG system including the tank;

(f) operational data;

(g) inspection report by the classification society which classed the vessel.

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* TNO memorandum, dated 19 November 2013 (available in Informal document INF.25 submitted to the twenty-fourth session of the ADN Safety Committee.

# Annex IV

## Decision of the ADN Administrative Committee relating to the tank vessel *Damen River Tanker 1145 Eco liner 949*

### Derogation No. 4/2014 of 31 January 2014

The competent authority of the Netherlands is authorized to issue a trial certificate of approval to the motor tank vessel *Damen River Tanker 1145 Eco liner*, (shipyard number 949, official ID number 55519), type C tanker, as referred to in the ADN, for the use of liquefied natural gas (LNG) as fuel for the propulsion installation.

Pursuant to paragraph 1.5.3.2 of the Regulations annexed to ADN, the above-mentioned vessel may deviate from the requirements of 7.2.3.31.1 and 9.3.2.31.1 until 30 June 2017. The Administrative Committee has decided that the use of LNG is sufficiently safe if the following conditions are met at all times:

1. The vessel has a valid ship's certificate according to the Rhine Vessel Inspection Regulations, based on recommendation 3/2013 of the CCNR.

2. A HAZID study by the recognized classification society* shows that the safety level of the LNG propulsion system is sufficient. This study covered but was not limited to, the following issues:

- Interaction between cargo and LNG;
- Effect of LNG spillage on the construction;
- Effect of cargo fire on the LNG installation;
- Different types of hazard posed by using LNG instead of diesel as fuel;
- Adequate safety distance during bunkering operations.

3. The information that LNG is used as fuel is included in the dangerous goods report to traffic management and in emergency notifications;

4. All data related to the use of the LNG propulsion system shall be collected by the carrier. The data shall be sent to the competent authority on request;

5. An annual evaluation report shall be sent to the UNECE secretariat for information of the Administrative Committee. The evaluation report shall contain at least information on the following:

(a) system failures;

(b) leakages;

(c) bunkering data (LNG);

(d) pressure data;

(e) abnormalities, repairs and modifications of the LNG system including the tank;

(f) operational data;

(g) inspection report by the classification society which classed the vessel.

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* TNO Report, dated 7 November 2011 (available in Informal document INF.31 submitted to the twenty-fourth session of the ADN Safety Committee.

# Annex V

## Decision of the ADN Administrative Committee relating to the tank vessel *Damen River Tanker 1145 Eco liner 951*

### Derogation No. 5/2014 of 31 January 2014

The competent authority of the Netherlands is authorized to issue a trial certificate of approval to the motor tank vessel *Damen River Tanker 1145 Eco liner*, (shipyard number 951, official ID number 55520), type C tanker, as referred to in the ADN, for the use of liquefied natural gas (LNG) as fuel for the propulsion installation.

Pursuant to paragraph 1.5.3.2 of the Regulations annexed to ADN, the above-mentioned vessel may deviate from the requirements of 7.2.3.31.1 and 9.3.2.31.1 until 30 June 2017. The Administrative Committee has decided that the use of LNG is sufficiently safe if the following conditions are met at all times:

1. The vessel has a valid ship's certificate according to the Rhine Vessel Inspection Regulations, based on recommendation 4 2013 of the CCNR.

2. A HAZID study by the recognized classification society* shows that the safety level of the LNG propulsion system is sufficient. This study covered but was not limited to, the following issues:

- Interaction between cargo and LNG;
- Effect of LNG spillage on the construction;
- Effect of cargo fire on the LNG installation;
- Different types of hazard posed by using LNG instead of diesel as fuel;
- Adequate safety distance during bunkering operations.

3. The information that LNG is used as fuel is included in the dangerous goods report to traffic management and in emergency notifications;

4. All data related to the use of the LNG propulsion system shall be collected by the carrier. The data shall be sent to the competent authority on request;

5. An annual evaluation report shall be sent to the UNECE secretariat for information of the Administrative Committee. The evaluation report shall contain at least information on the following:

(a) system failures;

(b) leakages;

(c) bunkering data (LNG);

(d) pressure data;

(e) abnormalities, repairs and modifications of the LNG system including the tank;

(f) operational data;

(g) inspection report by the classification society which classed the vessel.

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* TNO Report, dated 7 November 2011 (available in Informal document INF.31 submitted to the twenty-fourth session of the ADN Safety Committee.